

REMARKS

In the June 21, 2004 Final Office Action (Paper No. 10), the Examiner rejected claims 1-16 as obvious over Golding (U.S. Patent No. 5,933,100) in view of Morita (U.S. Patent No. 6,119,095).

The present invention is directed toward an on-board vehicle navigation planning system which incorporates a user's requested destination arrival times with received dynamic travel information. The system allows a user to enter different travel destinations and the times at which the user desires to reach those destinations while the user is in the vehicle. Based on this information and information received from a broadcast source regarding traffic conditions such as a radio data transmitter, a navigational computer subsystem and a travel planning subsystem plans a route in order to reach the destinations at the requested times. Different routes are suggested if the traffic information received will result in the destinations not being able to be reached by the requested times. Further, if no route may be found which will result in reaching the destination at the requested time, the system will suggest a different destination which meets the same criteria. For example, if a user requests a destination of a restaurant, a different restaurant will be provided by the system if traffic conditions do not permit reaching the first restaurant by the requested time. The system also allows a user to amend or reject the suggested route while the vehicle is proceeding along the suggested route.

In contrast, Golding discloses a navigation system which merely directs a user along a route taken from points selected from a central database. Golding discloses an on-board navigation system 10 which has a map database with travel time information pre-determined from points in the map database. Thus, a route is determined using optimal times. Traffic

information may be incorporated by using a wireless communication device such as a cell phone which periodically calls a central database for travel updates. (Col. 5, lns. 7-22). The updates are used to inform the driver of the actual time to the destination. Unlike the present invention, Golding does not disclose allowing a user to input desired times to reach destinations. The Examiner has acknowledged that Golding does not teach entering timing information including a desired time to arrive at interval point requests.

The Examiner has cited Morita for an itinerary planning system which may be combined with Golding. The Morita system discloses a computer program which may prepare an itinerary which may incorporate multiple destinations. Travel times are optimized by taking into account excess or shortages of times which are incorporated into travel times. However, Morita's program runs in a computer in a stationary position such as a user's home (Figure 8, col. 1, lns. 18-22) which draws information via a modem 32 from an information center 14 which has databases of local map information and destinations. (Col. 1, lns. 39-45). The resulting itinerary is output to the user via a storage device such as a magnetic disc presumably for use during travel. Col. 4, lns. 38-44, Col. 10, lns. 40-52). The Morita system thus could plan a route, but could not adjust to travel updates on route. Thus, the combination of Morita and Golding would result in a preplanned route that would not be alterable from the vehicle, nor could the destinations be input or changed by the user in the vehicle while on the suggested route.

In order to further distinguish the present invention, Applicant has amended claims 1 and 9 to require that the input for the destination points and timing information be contained in the vehicle. As the Examiner has acknowledged, Golding does not disclose allowing a user to set desired times. Morita obviously does not disclose or suggest any type of planning in the vehicle.

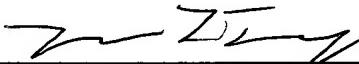
The combination of the Golding and Morita would not teach the limitations of the amended claims because such a combination would not allow user input of desired times in the vehicle as the plan from Morita would be loaded into the Golding system and could not be altered in the vehicle. Claims 2-4 and 7-8 are depend from claim 1 and claims 10-16 depend from claim 9 and are similarly allowable.

Applicant has further amended claims 5-6 to require that the amendments or rejections of destinations may be performed while the vehicle is proceeding on the suggested route. Neither Golding nor Morita suggest nor teach these limitations. The combination of Golding and Morita would produce a fixed plan which could not be altered by the use. Applicant respectfully submits that amended claims 5-6 are allowable.

For the foregoing reasons, Applicant respectfully submits that the pending claims (1-16) are in condition for allowance and that the Examiner issue a notice of allowance in the above-identified application. The Office is authorized to charge all fees, if any, associated with this Amendment to Deposit Account No. 13-0019.

Respectfully submitted,

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